Mapline

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Maps of the National Highways Association from a Recent Gift

Figure 1. *United States Touring Map showing 150,000 Miles of Principal Traveled Highways* (Washington: National Highways Association, 1926). The Newberry Library.

Great libraries, and great map collections, are built by the good will of their supporters and friends. Gifts of unusual and rare maps come into the Newberry Library's hands several times each year thanks to the generosity and thoughtfulness of our readers, fellows, and correspondents. So it was that 20 maps published by the National Highways Association (NHA) between 1914 and 1926 arrived in the map room in late 1992. These NHA maps are only a small part of a gift of some 1700 American maps from the late-nineteenth and twentieth centuries by our former short-term research fellow John Bergen, who is recently retired from the Department of Geography of Western Illinois University in Macomb. Among the other highlights of the gift are 15 county landownership atlases dating from the 1870s to the 1920s, Simon J. Martenet's map of Ann Arundel Co., Maryland (1860), Eleazer Early's wall map of Georgia (1818), some 250 quadrangles showing the progress of the Federal Aid Highway System, and about 1200 state-issued and oil company road maps dated 1915-1990.

The NHA maps, though a small fraction of the total NHA output, represent the full range of their major cartographic publications and supplement several NHA maps the library already possesses in its general map collection and in the Rand McNally Collection. On the basis of my study of these maps and others in the American Geographical Society Collection in the library of the University of Wisconsin-Milwaukee and in the John Crerar Library of the University of Chicago, I offer an analysis of three major types of NHA maps issued as separate publications.

The National Highways Association was incorporated in 1912 "to favor, foster and further the development of National Highways and good roads everywhere in...these United States of America, and to secure the benefits -- social, moral, commercial, industrial, material, educational and personal -- in the progress and up lift of the American people which follow in the train of easy intercommunication and transit between the great centers of population and distribution and the great rural production areas of the nation, and so "'bind the states together in a common brotherhood, and thus perpetuate the Union.'"

Since the rise of the canal and the railroad in the United States transcontinental or regional highways were not seen as important to the economic fiber of the nation. Maintenance of roads necessary for local agricultural traffic had usually been the province of townships and counties. The first to raise the "good roads" banner were bicycling enthusiasts in the 1880s, and when, in the late 1890s, the automobile appeared on the American scene the movement for road and highway improvement gained important industrial and civic sponsors. Change in the condition of the mostly derelict American road system, however, seemed most likely to come at the hand of state governments, and in the 1890s most of the advocates of good roads worked through individual state "good roads" associations and committees rather than national organizations. After the turn of the century, automobiles improved to the point that journeys over state lines and across the country could now be contemplated by anyone who had the car, the time, and the money, provided also that the infrastructure existed to support it. This infrastructure did not exist, largely because local and state efforts to improve roads had (of course) been concerned only with local needs. Little effort had been expended in connecting roads across state lines. Thus began the pressure within the good roads movement, but by no means embracing all of it, for federal support for state and local efforts to build highways and for federal coordination of national system of transcontinental and regional highways. The National Highways Association was a leader of this charge.

Its co-founders and leading lights were T. Coleman Du Pont (1863-1930) and Charles H. Davis (b. 1865). Du Pont, from a cadet branch of the lords of Delaware, was the very picture of a turn-of-the-century captain of industry and philanthropist. He rose through the ranks of the mining and steel

The Hermon Dunlap Smith Center for the History of Cartography was founded in 1972 at The Newberry Library to promote the study of the history of cartography through research projects, fellowships, courses of instruction, and publications. Further information about the Center is available on request from the Director, **David Buisseret.**

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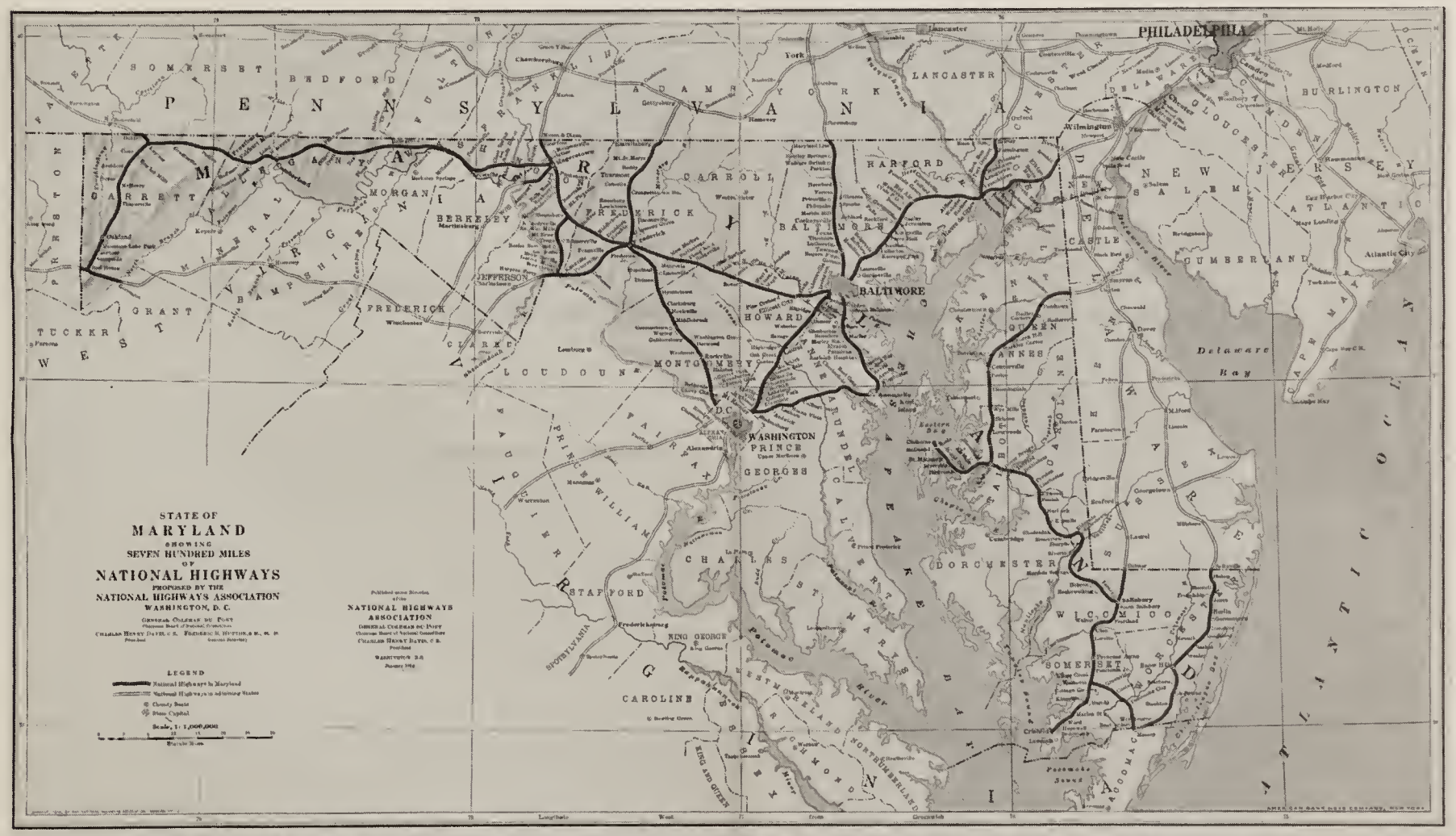
industries, to become President of Du Pont de Nemours & Co. in 1903, overseeing the company's phenomenal growth during the early part of this century and steering it through a reorganization mandated by the Sherman Anti-Trust Law in 1907-8. He later controlled the Equitable Life Assurance Company, served as a Republican U. S. Senator (Delaware) during the mid-1920s, and was for a time General of the Delaware National Guard. His chairmanship of the NHA was thus a small part of his active life, though his interest in the cause of good roads may be measured by the 100-mile paved highway spanning the length of Delaware from Wilmington to Selbyville which he gave the state in at the cost of $4,000,000.

C. H. Davis brought technical, intellectual, and promotional skill to his post as NHA president. Trained as a civil engineer and a practicing inventor, he was a pioneer of skyscraper design, developer (both technical and financial) of urban and interurban trolley systems, a designer of interior lighting systems, and president 1901-13 of the American Road Machine Co. It was Davis who, in 1911, first proposed to Congress a system of National Highways and who was the author of most of the NHA's promotional pamphlets and position papers. In 1912, he founded the first school of highway engineering at Columbia.

As businessmen, both Du Pont and Davis undoubtedly profitted from the promotion of good roads, but it would be wrong and cynical to reduce their highway philanthropy to simple self-interest. Like so many industrialists of their generation their interest in public "good works" rested on complex motives: faith in the ability of technology to bring social progress; an American brand of *noblesse-oblige*; and a firm conviction that private investment in public infrastructure -- to use contemporary terminology -- was good for business in general, and by implication good for the country.

Not that the NHA expected private donations to entirely build a national highway system. In fact, viewed from the 1990s, there is in the NHA's rhetoric a refreshing -- or naive, depending upon



MAP OF MARYLAND, showing 700 miles of proposed National Highways. These highways will directly serve 1,251,605 inhabitants of the counties through which they pass, which is 97% of the total population of the State. Abutting counties have a population of 26,711, which is 2% of the total State population—being a total of 1,278,316 inhabitants, equal to 99% served and abutting on these proposed National Highways. The total road mileage in the State is 16,773, so that 4.17% in National Highways mileage will serve directly or abutting 99% of the people. ¶ Similar maps of other States are being prepared by the Association and will be issued as rapidly as possible.

Figure 2. *State of Maryland showing Seven Hundred Miles of National Highways Proposed by the National Highways Association* (Washington: National Highways Association, 1914). The Newberry Library.

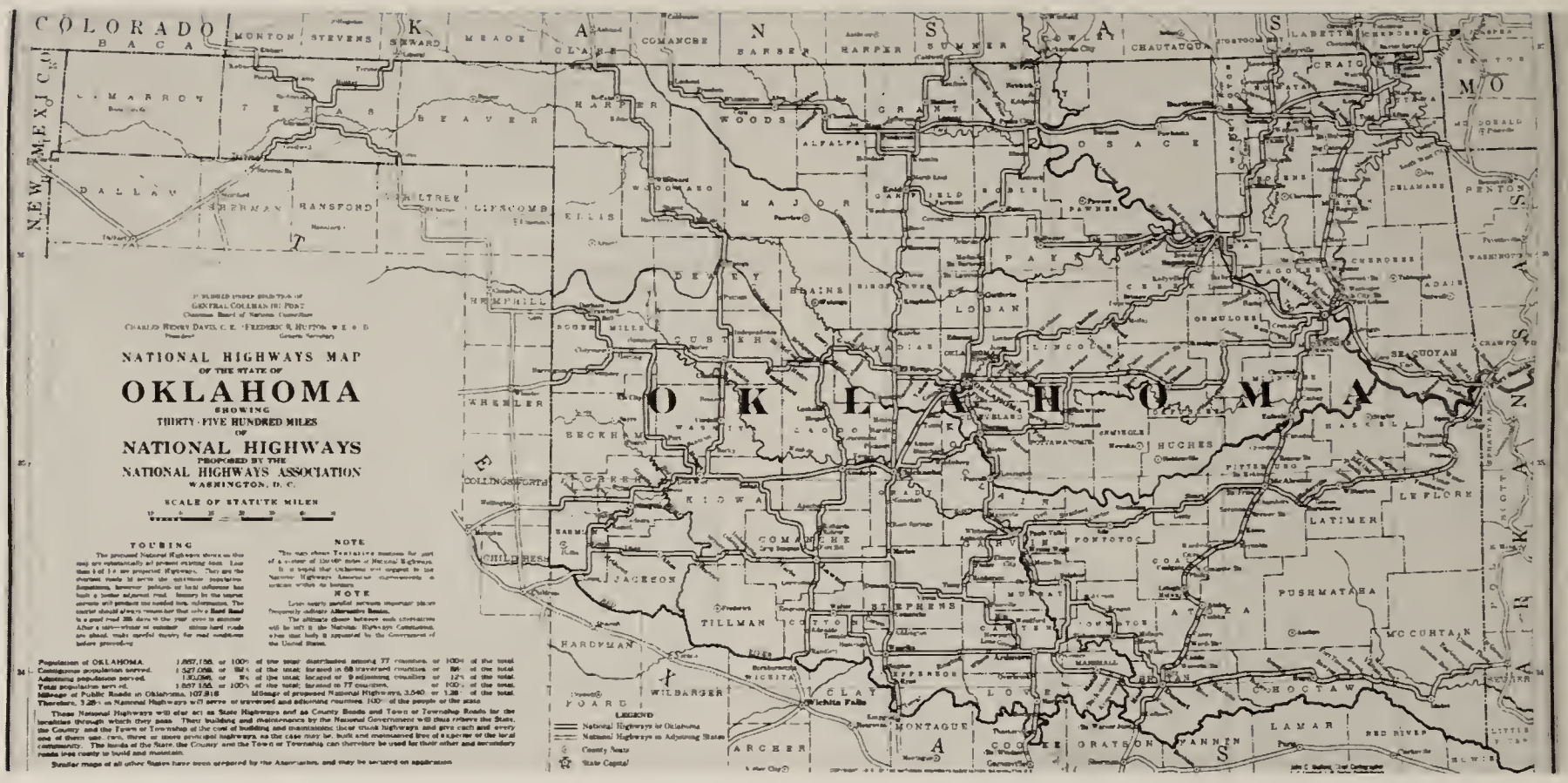


Figure 3. *National Highways Map of the State of Oklahoma showing Thirty-Five Hundred Miles of National Highways Proposed by the National Highways Association* (Washington: National Highways Association, 1919?). The Newberry Library.

your point of view -- faith in the ability of the national government to shoulder financial and administrative responsibility for the construction and maintanence of a national highway system. A caption appearing on many NHA maps declared that "The Panama Canal was built by giving the President of the United States the needed power and money without condition. The canal was not built until this was done. A system of National Highways can be built by the same means." Such polemic were levelled chiefly against proponents of what became the federal Road Aid Act of 1916, which provided a limited pot of federal funds to the states on a matching basis, but left the designation of the roads to be built or improved largely up to the states. The NHA felt that without the explicit designation of a national highway system directly supported by federal funds no effective system of interstate highways would rapidly develop. To some extent the association's stance was proven right by events. Progress in the construction of highways of national importance was slow until the end of the 1920s.

The earliest series of regularly issued NHA maps was a series of state maps, showing the each state's share of the association's proposed 150,000-mile National Highway system. The 1914 Maryland map (Figure 2) from the Bergen gift is typical of this series. It is attractively printed in four colors, obviously at considerable expense, and no doubt primarily intended to impress state legislators and their constituents rather than to help them motor around the state. It is hardly a serviceable map of existing roads suitable for automobiles. The 700 miles of highway shown on the map roughly corresponded to existing roads on the ground, but their existence as marked and connected highways was at this point strictly theoretical. No attempt was made to show any connecting roads, and in fact all populated places except county seats lying off the NHA's "National Highways" are not shown. Indeed, including this extra information would have muddled the central message of the map, namely that a system of roads designed and routed with national traffic needs in mind would, as a matter of course, serve state and local needs. A caption along the bottom of the map notes that the 700 miles of designated National Highways represents only 4.17% of the state's 16,773 miles. Yet the counties through which the highways pass contain 97% of the state's population; another 2% of Marylanders live in counties abutting these counties, so that -- according to this clever but not entirely convincing accounting -- 99% of Maryland's people would have access to the rela-

tively small system of highways the NHA specifies.

These claims bordered on the absurd in the case of a western state like Oklahoma (Figure 3), shown here in a later (1919) edition printed only in black. Rural residents of an "abutting" county like Pushmataha, in the southeastern part of the state, would have had to travel as much as fifty miles over awful roads to reach a National Highway. Nor could it be said that Beaver County, in the panhandle, was well-served by the highway that just barely clips its southwest corner as it passes through Gray (Figure 4).

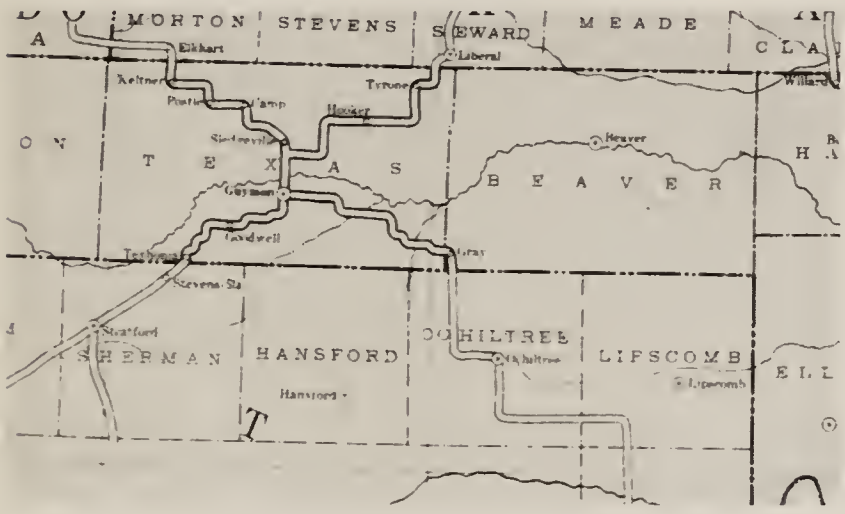


Figure 4. Detail of *National Highways Map of the State of Oklahoma.*

Though all NHA maps were overtly promotional of roads that do not quite exist, they could leave the casual reader with a contrary impression. A second series of maps (Figure 5), showing individual highways in the proposed system is particularly misleading in this regard. The maps in this series appeared as early as 1915, and were published at least until the 1920s. They are elongated in format, and show the designated routes as bold red lines and unnamed connecting routes in the National Highway system in blue. Sponsorship of these maps was officially shared by the NHA and the constituent organization responsible for the designation and promotion of the depicted route. Some of these organizations, such as the National Old Trails Road Association (spearheaded by the Daughters of the Amerian Revolution or DAR) were well capitalized organizations in their own right, for which membership in the NHA was only part of their larger promotional strategy. Others seem to have been NHA creations, organized in order to fill regional gaps in the NHA system. All drew their support both from national organizations like the DAR and local inter-

Figure 5. *Map of the Canada - Kansas City - Gulf Road* (Washington: National Highways Association, 1915). The Newberry Library.

Figure 6. *Fifty Thousand Miles of National Highways Proposed by the National Highways Association...with the Alignment of the Lincoln Highway* (Washington: National Highways Association, 1915). The Newberry Library.

ests which perceived that the construction of routes in their districts would bring economic development. Presumably, the NHA had no overriding interest in any one of these, often competing routes, but drew strength from their collective energies; in turn it leant to their disparate programs an apparent unity and rationality.

The use of an extremely bold red line to designate routes on this second series of NHA maps, and the perpendicualr array of the names of places along the routes will remind some of the representation of routes on the railroad promotional maps of the time. Whether or not this was intentional, it certainly conveyed the notion that travelling an NHA route is/will be nearly as effortless for the motorist as riding in an express coach. When in 1915 Emily Post contemplated a transcontinental trip from New York to San Francisco via one of the four trancontinental highways she had read about, she quotes herself in *By Motor to the Golden Gate*, the book she wrote recollecting the trip, as remarking that "[i]t can't be difficult; the Lincoln Highway goes straight across." (p. 7) (Figure 6)

But the facts of the matter were quite different. Despite the fact that the Lincoln Highway was probably the best marked and most improved transcontinental highway in 1915, west of Chicago Post "found it a disappointment. As the most important, advertised and lauded road in our county, its first appearance was not engaging. If it were called the cross continent trail you expect little, and be philosophical about less, but the very word 'highway' suggests macadam at least. And with such titles as 'Transcontinental' and 'Lincoln' put before it, you dream of a wide straight road like the Route nationale of France, or state roads in the East, and you wake rather unhappily to the actuality of a meandering dirt road that becomes mud half a foot deep after a day or two of rain!" (p. 67) Another transcontinental traveller on the Lincoln Highway of 1915, Jessie Wiant of Schickshinny, Pa. recalled that her family once "came to a place where the road faded out into a sandy field full of clumps of grass. There seemed to be two faint tracks like a branch in the road, and they didn't know which way to go. They stopped and studied the situation, then having to choose, they fortunately chose the right lane and eventually came to a Lincoln Highway sign."

In light of the prevailing poor road conditions and bad or non-existant route marking, NHA's road maps of specific routes were no more useful to motorists than its state maps. The stretch of the Midland Trail (an NHA highway linking Virginia to California) running west from the famous spa at White Sulphur Springs, West Virginia, to Charleston might look smooth and direct on this 1915 NHA map (Figure 7), but motorists on the ground were better off following the detailed navigational instructions provided by the route log in the *Official Automobile Blue Book* (Figure 8). The 1918 Blue Book log quotes road conditions on this stretch as "shale to Lewisburg, then dirt, followed by 45 miles of sandy and stony mountain road to Gauley Bridge; balance dirt." In the early 1920s, commercial road map publishers began to note differing road conditions on their maps, but NHA maps never bothered. Instead they bragged that the conditions Post and Wiant encountered were only "temporary." The NHA preferred to help motorists to imagine "a paved United States in our day" and to look forward to the days when there would be "National Highways built and forever maintained by the national government...."

By the 1920s this vision was in open competition with new federal legislation, enacted in 1921, which stipulated that the states set aside 7% of their highway mileage to be included in a linked interstate highway system (totalling 200,000 miles). As the NHA saw it, this measure was not adequately financed and did not go far enough towards the

Figure 7. Detail, *Map of the Midland Trail* (Washington: National Highways Association, 1915). The Newberry Library.

Route 695 **West Virginia Section**

17.7 8.2 End of road; turn right downgrade. **Caution** for sharp left turn 19.4.

20.6 2.9 End of road, turn right and next left with poles upgrade. Pass **Clintonville P. O.** on right 22.1, keeping straight ahead with poles thru 4-corners 23.8.

24.9 4.3 **Meadow Bluff.** Straight thru with poles.
Inquire here as to best way to Montgomery.

26.4 1.5 Fork; bear left with poles. Cross numerous wood bridges. **Caution** for sharp left turn upgrade 28.3. Go thru 4-corners 29.0, avoiding left fork 29.6. Follow dirt road direct into

34.2 7.8 **Rainelle.** Straight thru, crossing wood bridge 34.3 and RRs. 34.5—34.8. Ascend grade with water-bars, curving left 36.7.

37.3 3.1 Fork; keep right.

37.6 0.3 **Fork**; keep right.

43.1 5.5 3-corners; turn left upgrade. Pass Clifftop P. O. on right 43.9. Avoid right-hand road 44.6—45.4.

45.5 2.4 Fork; bear right upgrade.
Caution to take this upper road—the travel goes left.
Descend grade with water-bars 47.4. Thru 4-corners 51.2. **Pass Lookout P. O.** on left 51.3.

57.9 12.4 **End** of road; turn right. **Caution** for mud-hole 58.8. **Pass Mountain Cove P. O.** on right 59.9.

61.2 3.3 **Victor,** fork. Keep left across small wood bridge.

62.7 1.5 **Ansted,** 3-corners. Bear left downgrade.

62.8 0.1 Right-hand road at station, turn right across RR. ascending grade.

Figure 8. Detail, *Official Automobile Blue Book,* vol. 3, 1918, p. 845. Rand McNally Collection, the Newberry Library.

SLOGAN
"LEST WE FORGET"
AMERICA
first in the air
NATIONAL HIGHWAYS ASSOCIATON
HIGHWAY AIRPORTS
ARE OF NATIONAL AND INTERNATIONAL IMPORTANCE
We must establish them or the United States cannot have aerial navigation.
Airmen see rivers, mountains, lakes, railroads, and highways more easily than other land marks.
Highway Airports should, therefore, be located along the trunk-line highways to solve the problem of commercial aviation.
THEREFORE
NATIONAL HIGHWAYS
built and forever maintained by the United States Government
will bring about the establishment of
HIGHWAY AIRPORTS
HIGHWAY
NATIONAL
HIGHWAY
AIRPORT

Figure 9. Detail from *United States Touring Map*, 1926. The Newberry Library.

establishment of federal control over the design and construction of these highways. However, in a nod to the gradual improvement of roads under the federal aid measures and to the concommitment improvement of commercially produced road maps, a third series of NHA maps published in the early and middle 1920s attempted more directly to serve tourists in matters of practical navigation. Like the second series, these maps promoted individual routes but connecting non-NHA roads were noted, profiles of road grades added, and greater emphasis placed on the attractive qualities of the NHA routes to tourists.

The *United States Touring Map...* (1926) shown on the cover (Figure 1), for example, appeals to potential tourists in three different parts of the country, promoted by three separate organizations: (1) the guided automobile tours offered by the Automobile Club of America in the mid-Atlantic and Northeastern states; (2) a circular highway called the National Park-to-Park Highway linking 11 Western national parks; and (3) the Jefferson Davis National Highway, sponsored by the United Daughters of the Confederacy. The "JDH" had the dual purpose of encouraging tourism in the Deep South and memorializing (perhaps in counterpoint to the Lincoln Highway) the confederate president by linking sites significant to his biography.

One curious new addition to the NHA's rhetorical battery in this last series was the promotion of a system of airports (Figure 9) placed at regular intervals along the National Highways to aid pilots in navigating across the country. Needless to say, the rapid improvement in aeronautical technology made this expensive proposal obsolete in a very short time.

The career of National Highways Association maps, then, was brief and eccentric. Though they were sometimes promoted as utilitarian road maps, they are best seen as sophisticated, if not entirely successful, pieces of highway propaganda. Whatever their impact upon the public debate over highway funding and construction, they provide valuable insights into the formative period of American automobile highway-building. In the 1910s and early 1920s the achievement of the national system of paved roads was by no means inevitable. For the want of the federal and state commitment to highway construction and maintenance Americans now take for granted, private citi-

zens, public-minded men and women stepped into the breach. People such as DuPont and Davis delighted in the machinery and freedom the machine gave them; they were the first to be seduced by and saw the promotion of car and highway as means of sharing their good fortune and encouraging the moral and material devlopment of the less fortunate. This battle was waged on several fronts and by various means, not the least of which was the publication of maps.

James R. Akerman
The Newberry Library

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Briefly Noted

Conferences and Exhibitions

Another America: An Exhibition Of Native American Maps is scheduled to begin touring this year. Presenting rare and seldom seen Native American maps, *Another America* opens a new perspective on the cultures and societies which evolved in North America. The exhibition brings together over 30 reproductions of outstanding examples of little known American Indian and Inuit (Eskimo) maps, many of which have never been reproduced before. Themes of the exhibit include geography and the indigenous landscape, Native American maps as cultural and historical documents, and maps as the stories of individuals and people. *Another America* has received the support of the National Endowment for the Humanities and the Smith Center. For further information contact Mark Warhus, 4071 North Stowell Avenue, Milwaukee, WI 53211 (phone 414-963-0821).

In recognition of the remarkable achievements of the Dutch and the Flemish and their contributions to various cultures throughout the world, the Library of Congress has mounted *Leo Belgicus: The Dutch and Flemish World, 1500-1800*, an exhibition of 100 objects from the collections of the Library, including maps, atlases, prints, manuscripts, photographs, and books. The exhibition, made possible with the support of the Embassy of the Netherlands, other Dutch institutions, and the Flemish community, honors the bicentennial of the U.S. Consular General in the Netherlands Antilles. *Leo Belgicus* surveys the great Dutch and Flemish cartographic works of the sixteenth and seventeenth centuries, and examines the influence of the Dutch East and West India companies throughout the world. Cartographic highlights of the exhibit include a 1571 edition of Ortelius's *Theatrum Orbis Terrarum*, Joannes Vingboons's 1639 watercolor map of Manhattan and the Hudson River, and a view of 1770s St. Eustatius in the Netherlands Antilles, the first foreign port to recognize the American flag. The exhibit opened on 16 November 1993 in the library's James Madison Building and will remain open until 15 May 1994.

Artist **Carmela Venti** has mounted an exhibition of cartographic art the Bradley International Airport, Hartford, Connecticut. The exhibit, entitled ***Map Portraits: the traveler***, is sponsored by the Connecticut Commission on the Arts.

The **Harry Ransom Humanities Research Center** of the Univesrity of Texas-Austin has mounted an exhibit entitled ***A Portable Landscape: Abraham Ortelius and Art, Cartography, and Printing in 16th-Century Antwerp.*** The exhibit opened on 18 January 1994 and will remain open until 15 April.

A joint meeting of the **International Map Collectors Society**, London (IMCoS) and the **Freundkreis für Cartographica der Stiftung Preussischer Kulturbesitz** (Berlin) was held in Mainz and Bonn 10-13 September 1993. About one hundred participants gathered first in Mainz at the Gutenberg Museum to hear Dr. Elisabeth Rucker, author of *Hartmann Schedels Weltchronik* (Munich: Prestel, 1988), and Dr. Eva Hanebutt-Benz, a curator at the Gutenberg Museum, speak about early printed maps. Complementing the lectures was an exhibition, ***Cartography and Printing around the Year 1500: The Earliest Printed Maps 1450-1550***, organized by Dr. Hanebutt-Benz and Dr. Lothar Zögner of the Staatsbibliothek zu Berlin. Enquiries about the accompanying catalogue, to be published shortly, should be sent to Dr. Hanebutt-Benz, Gutenberg Museum, Liebfrauenplatz 2, 55116 Mainz, Germany. On Sunday a scenic boat trip on the Rhine from Mainz to Koblenz could be justified as preparation for the final lecture in Bonn, at the Wissenschaftszentrum des Stifteverbandes für die Deutsche Wissenschaft, by Professor Fritz Hellwig on "Maps Showing the River Rhine." Afterward Dr. Zögner navigated everyone around the exhibition of maps of the Rhine, Elbe, and Danube. Copies of the attractive catalogue, ***Flüsse im Herzen Europas: Rhein, Elbe, Donau*** (Berlin: Staatsbibliothek zu Berlin, 1993, 194p. col. illus., German text, ISBN 3-88226-596-1) are reasonably priced at DM 35. (Reported by Karen S. Cook, Map Library, The British Library)

The Book Club of California recently presented an exhibition entitled ***The Maps of San Francisco Bay***, based on the Club's 1950 publication of the same name. Alas, the exhibit, which opened on 18 October 1993, was closed on 22 November, before Mapline could make note of it.

The Life and Contributions of the European-born Cartographer Geographer and Writer Erwin Raisz (1893-1968), an exhibition of landform maps, books, and professional papers was on display for two weeks starting on 7 February 1994 at the Harold Acton Library, Florence. The exhibition was sponsored by the British Institute of Florence and organized by Jeanne Yeshilian, owner of Raisz Landform Maps, in Melrose, Mass.

The **Thirteenth International Symposium, International Map Collectors' Society** (IMCoS), will be held in Antwerp, Belgium on 21-24 October 1994. The Theme will be "Flanders & Mercator: A Basis for a New Cartography in the 16th Century." Contact Itzhak Sperling, Voskenslaan 137, B-9000 Gent (phone 32-09-222 31 12; fax 32-09-222 32 97). There will also be an international map fair, organized by Destrée Organisation, Rue des Drapiers 46, B-1050 Brussels (phone 32-2-512 44 42; fax 32-2-502 44 43).

Obituary

We regret to note the passing on 21 July 1993 of **Howard A. Deller**, who was most recently Literature Analyst for the American Geographical Society Collection at the University of Wisconsin-Milwaukee. Mr. Deller, who received his Master's Degree from the same university, was something of expert on the history of pictorial cartography. *Mapline*'s editor remembers well a brilliant lecture he gave on that subject at a Chicago Map Society meeting several years ago.

Maps and America Lecture

Dr. Alexei Postnikov (Institute for the History of Science, Moscow), who is currently a long-term research fellow in the Smith Center, will give this year's Arthur Holzheimer Maps and America Lecture at the American Geographical Society Collection, the Golda Meir Library, the University of Wisconsin-Milwaukee. His talk, "The History of Russian American Cartography," will be presented on Wednesday, 13 April, at 6:00 p.m. The lecture is free and open to the public. For further information call the AGS collection at 800/558-8993.

Awards

Joan Winearls, Map Librarian, University of Toronto, has been awarded the Tremaine Medal by the Bibliographical Society of Canada for her many contributions to carto-bibliography and specifically for her magnificent book, *Mapping Upper Canada 1780-1867: An Annotated Bibliography of Manuscript and Printed Maps* (University of Toronto Press, 1991).

Dr. Christopher M. Baruth, Map and Satellite Imagery Librarian for the American Geographical Society Collection, the University of Wisconsin-Milwaukee has been given the Honors Award for Outstanding Achievement in Geography and Map Librarianship of the Geography and Map Division of the Special Libraries Association (SLA) for 1993. Dr. Baruth has been a professional librarian since 1972, and has served in his post in the AGS Collection since 1980. He has been active in various professional organizations, including the SLA and the North American Cartographic Information Society (NACIS), and has taken a leading role in establishing an umbrella group, the Congress of Cartographic Information Specialists Associations. Chris has developed his own microcomputer software for the indexing of map coordinates, called GEODEX, and was a team member on the Interactive Cartographic Videodisk Project, funded by the U.S. Department of Education for the period 1991-93.

Smith Center Announcements

Smith Center Fellows

While in residence here at the Newberry, our recent long-term research fellow, **Lee Davis** (University of Nebraska), presented a paper entitled "Religious and Political Geography in Native California," as part of "Remapping Cultural Space: The New Geographies," the Twelfth Annual Interdisciplinary Forum of the Western Humanities Conference, at Stanford University, October 14-16, 1993.

On 23 October 1993 another former fellow, **Jo Margaret Mano** (SUNY New Paltz), presented a paper entitled "Geographers to the Continental

Army: Robert Erskine and Simeon De Witt" at the symposium *In Defense of the Hudson Highlands: From Maps and Mapmakers to Forts and Beacon Fires in the Revolutionary War*, held at New Windsor Cantonment State Historic Site, Vails Gate, NY.

Smith Center Staff

Last July, the French Government appointed Center Director **David Buisseret** a "Chevalier dans l'Ordre des Palmes Académiques," for services to French Culture. Early in December he gave the keynote address at the annual meeting of the Illinois State Historical Society, speaking on "Creolization as a concept in American History"; he also spoke at the annual retreat of the Illinois Humanities Council, describing the making of *Historic Illinois from the Air*, which he wrote with cartographer **Tom Willcockson**, and which uses a wide range of imagery to tell the story of Illinois.

Katherine Tobine Willcockson was born to Tom and Terry Willcockson on 8 November 1993. Katherine's brother, Nathan, is now three years old.

Bob Karrow, the Newberry's Curator of Maps, spoke on 24 February 1994 at the Harry Ransom Humanities Research Center, the University of Texas at Austin. His lecture on "The Cartographic Renaissance" coincided with an exhibit entitled "A Portable Landscape: Abraham Ortelius and Art, Cartography, and Printing in 16th-Century Antwerp."

Jack Scott replaces **Meg Bolger** as Cartographic Reference Assistant in the Map Room. Meg left the library last Fall to attend the University of Texas at Austin library school. **Pat Morris** was recently promoted to Cartographic Reference Librarian.

Recent Publications

Flattening the Earth: Two Thousand Years of Map Projections/John P. Snyder. Chicago: University of Chicago Press, 1993. Hbk., 365p., illus.; ISBN 0-226-76746-9, $45.

This is a much-needed book, made all the more valuable because it is delightfully easy, even fun to read. Until now, no book-length treatment in English of the history of map projection has ever been published, quite probably because the mathematical nature of the science of projection would seem incompatible with uncomplicated explanatory prose. Snyder has no apparent problem recocnciling the two. Mathematical formulas are provided where appropriate, but the approximately two pages of text assigned to each projection are mostly concerned with the personalities that developed the projection, their motivations, the projection's characteristics, and the history of its use, all related in easy terms even I can understand. A wealth of clear illustrations, useful summary tables, and a fine bibliography supports the effort. This is not an interpretive history; as the author notes in his preface, his division of the subject into four periods (Classical through the Renaissance, the Age of Enlightenment, Nineteenth Century, and Twentieth Century) is more or less arbitrary. Accessible as the prose is, I can't imagine anyone but the most dedicated specialist reading the book from cover to cover. But at last we have a reference book that will answer most of the questions anyone, specialist and amateur alike, could have about the history and characteristics of virtually every projection in use. This should become an immediate mainstay in the reference shelves of every map library and most every map enthusiast. (J.A.)

Claude Ptolémée: Astronome, Astrologue, Géographe/Germaine Aujac. Paris: Editions du CTHS, 1993. 428 p., illus., pbk. ISBN 2-7355-0284-8. 60 ff., from Ministère de l'Enseignement Supérieur, 1 rue d'Ulm, 75005 Paris, France.

Historians of cartography easily fall into the habit of thinking about Ptolemy merely as the author of the "Geography." This little book is an excellent way of putting his ideas into a wider perspective, both in terms of his times and in terms of his writings. The second half of the book consists of extracts from Ptolemy's mathematical, astrological and geographical works, very appropriately completing the three main chapters from the first half. (D.B.)

Dealer's Thesaurus: 6000 Ways to Describe Books and Historical Paper/Lynn Vigeant. Montclair, NJ: Maps of Antiquity, Inc., 1993. 224p.; hbk. ISBN 0-9636914-0-6, $24.

This handy and not very costly book intended for rare book and print dealers emerges from the author's years of experience in describing books and

"historical paper" (including maps) for her catalogues. As the title indicates, the book is a thesaurus. Under 39 headings for maps, such as "accuracies," "color," "exploration," "placenames," and "railroads," are several suggested useful phrases, the idea being both to prompt dealers to look for certain things and to give them the means to describe these things. Alas, only 19 pages are given over to maps, perhaps not enough to recommend the book for private collectors, unless they are contemplating making a complete catalogue of their own maps. (J.A.)

Maps, Land and Society: A History, with a Carto-Bibliography of Cambridgeshire Estate Maps, c. 1600-1836/Sarah Bendall. Cambridge: Cambridge University Press, 1992. 404 p., illus.: hbk. ISBN 0-521-41055.

Roughly half this book consists of a list of Cambridgeshire estate maps; in the other half, Bendall seeks "to see how [these maps] can be placed in their social context." She offers a favorable interpretation of the accuracy of most of them, and ranges far outside Cambridgeshire in her consideration of the work of the surveyors and of the interests of the landlords. Until now, only Essex had comparably full studies of its estate maps; now it is to be hoped that other English counties will follow suit, for these maps illuminate a wide range of general historical issues, both at the local and at the national levels. (D.B.)

Geography's Inner Worlds: Pervasive Themes in Contemporary American Geography/Ronald F. Abler, Melvin G. Marcus, and Judy M. Olson, eds. New Brunswick, NJ: Rutgers Univ. Press, 1992. 412p., illus.; hbk. ISBN 0-8135-1829-6, $50; pbk. ISBN 0-8135-1830-X, $17.95 from Rutgers University Press, 109 Church Street, New Brunswick, NJ 08901.

Periodically, the Association of American Geographers (AAG), the professional organization for American academic geographers, produces a survey of the state of the field for its members and especially for the use of geographical students early in their undergraduate or graduate careers. This, the editors note, is the first such "official" survey in 35 years, and so it cannot passed unnoticed here. Map enthusiasts of other callings will find here only 2 chapters (out of 17) devoted specifically to cartography, David Woodward's "Representations of the World," and "Visualization," written by Alan M. MacEachren in collaboration with several other authors. Those readers who have the notion that the study of geography is essentially the study of maps, will be surprised to see how few maps are found elsewhere in the book. Even so, the price is low, the prose accessible, and the book commendable to non-geographers seeking an understanding of basic themes in modern academic and professional geography. (J.A.)

A Scholar's Guide to Geographical Writing on the American and Canadian Past/Michael P. Conzen, Thomas A. Rumney, and Graeme Wynn, eds. University of Chicago Geography Research Paper No. 235. Chicago: The University of Chicago Press, 1993. 741p.; pbk. ISBN 0-226-11569-0, $29.95 from The University of Chicago Press, 5801 S. Ellis Ave., Chicago, IL 60637.

This is a magnificent piece of bibliographical work, sure to prove an invaluable reference of first resort for anyone investigating any aspect of American historical geography. Over 10,000 articles and books are listed, including many articles on cartography and exploration. These are geographically and topically arranged and indexed by author and subject. Superb brief histories of historical geography in Canada and the U.S. introduce the work. Explore to your great pleasure and profit. (J.A.)

Mapping the Transmississippi West, 1540-1861: An Index to the Cartobibliography/Charles A. Seavey. Map and Geography Round Table of the American Library Association, Occasional Paper no. 3. Winnetka, Ill.: Speculum Orbis Press, 1992. vii, 210 p., hbk. ISBN 0-932757-03, $35 from Kathryn Womble, MAGERT Distribution Manager, University of Washington, Suzzallo Library FM-25, Seattle, WA 98195.

Probably no region of the United States has been so richly blessed by catalogs and bibliographies as the West, and those interested in western maps have relied for thirty years on Carl I. Wheat's magisterial history-cum-cartobibliography *Mapping the Transmississippi West* (5 vols. in 6, San Francisco, 1957-63). Wheat describes over 1,300 maps in the "bibliocartography" at the backs of the volumes and devotes anywhere from a few sentences to several pages discussing them in the main text. In addition, a whopping 350 maps are reproduced on its large pages, many on folding plates. The only thing that

kept Wheat from being "user-friendly" was its index, or rather all five of them, one at the end of each volume. Unless you knew the personal name or key word that Wheat had chosen as his main entry, looking for particular maps was often very difficult, and locating items by title was impossible. All that is now changed, thanks to Dr. Seavey, who has supplied the map index that the original work lacked.

Seavey's index has three parts. The first is to areas, personal and corporate names, and subjects represented on the maps, and to Wheat's chapter headings; the second to map titles. All entries in these sections are to the Wheat map numbers. Finally, there is a master cross-index giving, for each Wheat number, the volume in which it appears, the text and bibliography pages on which the map is discussed and described, and the page on which the map is illustrated. The typography is clear and across the bottom of each two-page spread is a thoughtful explanatory line showing which volume number to look in for a particular range of Wheat numbers. My only substantive criticism is that more careful editing would have caught some dispersal of entries under different forms of names. For example, five maps are entered under "De Smet, Pierre" and another seven under "DeSmet [no space], Pierre" on the next page. Maps by Didier Robert de Vaugondy are split between "De Vaugondy" and "Vaugondy" although the correct entry should really be under "Robert." One of the two maps made on the Bénard de la Harpe expedition is under "Harpe, Benard de la," the other under "La Harpe, Jean Baptiste de." But these errors (and a few others) are relatively minor lapses in what must be counted as a major addition to the shelves of a map library. Seavey has earned our gratitude for improving on a classic; any institution or collector owning a copy of Wheat needs this volume. (R.K.)

Historical Atlas of Canada, vol. 2, *The Land Transformed, 1800-1891* / R. Louis Gentilcore, et al, ed. Toronto: University of Toronto Press, 1993. 58 pl. French language version available.

This volume, in whole and in part, is like a superb banquet by a team of master chefs, a visual feast in which each plate (two-page spread) is a rich, full-course repast on a particular theme with all elements (maps, graphs, tables, illustrations, etc.) artistically coordinated in form, color, and layout. Although numbered "II", this is the last to be published of the three volumes planned for the Historical Atlas of Canada, the culmination of a monumental fourteen-year-long cooperative undertaking by tens of Canadian scholars and map makers, the remarkable product of an extraordinary national commitment of scholarship and resources.

Both the volume as a whole and the few individual plates are loosely structured (e.g., only a few inset maps are framed neat lines, all else floats on the page), thereby encouraging readers to browse. This volume feels more restrained than its predecessors, principally because it has little of the elaborate data graphics so common in volumes I and III. Some plates, like the trio that detail the establishment of "Native Reserves...to 1900," will be valuable references for decades to come, but many other plates are mostly interpretive or provide only samples of different phenomena. The colors are not only attractive but easy to distinguished, making the maps remarkably clear and easy to read, despite often bearing a heavy load of data; they should make good slides for teaching. The atlas is not without weaknesses, however, chief of which is the lack of an index, a glaring failure that can only discourage readership. Nevertheless, this atlas deserves all the attention it has attracted, and it will be long known for the mighty project that created it and its gorgeous plates; it is indeed a landmark publication that stands as both a model and challenge to the future. (J.L.)

The Historical Atlas of State Power in Congress, 1790-1990 / Kenneth C. Martis and Gregory A. Elmes. Washington: Congressional Quarterly, 1993. 190p.; hbk. ISBN 0-87187-742-2.

The authors of this atlas, both members of the department of Geology and Geography at West Virginia University, have achieved their goal of describing and illustrating "the state, regional, and sectional shifts in [political] power in decennial congressional apportionments" (p. xi). Tables provide the numbers -- population from the federal censuses and representation in the House of Representatives -- and the maps and text clarify the patterns. The text also proves brief analyses of four major historical population movements since 1790 and their political consequences, and it explains the growth of the House and the different methods that have been employed to calculate apportionment. The maps

are particularly effective in revealing the regional shifts in the states' "power" in Congress, that is the percentage changes in each state's share of the seats in the House. (J.L.)

Things Maps Don't Tell Us: An Adventure into Map Interpretation / Armin K. Lobeck. Chicago: University of Chicago Press, 1993. 160p., illus.; pbk. ISBN 0-226-48877-2, $17.95 (export price $20.75) from University of Chicago Press, 5801 S. Ellis Ave., Chicago, IL 60637.

Here is a welcome reprint of a classic of old-style pen-and-ink illustrative cartography, originally published by geologist Armin Lobeck in 1956. The work was intended as an introduction to geomorphology through map reading. In each of 72 examples, Lobeck provides a rather straightforward reference map (similar to those one might find in a road or school atlas) of some region having a striking geographical pattern. He then explains with other maps and diagrams how the geological history of the region gave rise to this pattern. Like Erwin Raisz, Lobeck was a master of physiographic cartography, and enthusiasts may want to buy this book simply to admire his style. If you have ever puzzled over Florida's shape, wondered why Pennsylvania looks like someone dragged a rake across it, or why Long Island resembles a fish, this is also a book for you. (J.A.)

Calendar

17 March 1994, 5:00 p.m.
Maps and Society lecture series, The Warburg Institute, Woburn Square, London: Martin Kemp (Department of Fine Art, University of St. Andrews), "'*A Map on which is painted the three realms of India*': Maps and Topographical Views as 'Interior Decoration' in the Renaissance."

17 March 1994, 5:30 p.m.
Chicago Map Society, The Newberry Library: Arthur Holzheimer, "Thirty Years of Collecting Maps of the Americas."

31 March 1994
Washington Map Society, Geography and Map Division, Library of Congress: John D. Stephens (Managing Director, H.M. Gousha, Paramount Communications), "The History of H.M. Gousha."

2 April 1994, 3:00 p.m.
New York Map Society, Curious Pictures, 632 Broadway at Bleecker St.: John Tauranac, "The History of Subway Maps."

7 April 1994, 7:00 p.m.
New York Map Society, Japan Society, 333 East 47th Street: Preview opening of exhibit, "Early European Maps of Japan from 1528 Onwards."

13 April 1994
American Geographical Society Collection, Golda Meir Library, University of Wisconsin-Milwaukee: Dr. Alexei Postnikov (Institute for the History of Science, Moscow), "The History of Russian American Cartography."

19 April 1994
Washington Map Society, Geography and Map Division, Library of Congress: Jack Estes (Geography Department, University of California at Santa Barbara), "Status of Word Mapping."

21 April 1994, 5:00 p.m.
Maps and Society lecture series, The Warburg Institute, Woburn Square, London: J. A. Bennet (Whipple Museum of the History of Science, Cambridge University), "Ptolemy's Almagest and Geographia: A Reassessment of the Significance of Cartography in the Sixteenth Century."

21 April 1994, 5:30 p.m.
Chicago Map Society, The Newberry Library: Steven Hoelscher (Geography Department, University of Wisconsin-Madison), "Cows, Culture, and Cartography: Previewing the Cultural Map of Wisconsin Project."

19 May 1994
Washington Map Society, Geography and Map Division, Library of Congress: Gary Fitzpatrick, "Mapping the Mahele."

26 May 1994, 5:00 p.m.
Maps and Society lecture series, The Warburg Institute, Woburn Square, London: Barbara Belyea (Department of English, University of Calgary), "Maps, Tribes and Territories: European and Native Maps of North America."

Map Talk

The President told me that he did not want to know what I proposed to do. But he submitted a plan of campaign of his own which he wanted me to hear and then dispose of as I pleased. He brought out a map of Virginia, on which he had evidently marked every position occupied by the Federal and Confederate armies up to that time. He pointed out on the map two streams emptying into the Potomac, and suggested that the army might be moved on boats and landed between the mouths of these streams. We would then have the Potomac to bring supplies, and the tributaries would protect our flanks while we moved out. I listened respectfully, but did not suggest that same streams would protect Lee's flanks while he was shutting us up.

From: U.S. Grant, "Preparing for the Campaigns of '64," *Battles and Leaders of the Civil War*, vol. 4 (New York: Century Co., 1888), p. 101.

Submitted by David Bosse

Detail, "Bermuda Hundred, from *Military Maps illustrating the Operations of the Armies of the Potomac & James, May 4th 1864 to April 9th 1865* (Washington: War Dept., 1869). General Collection, the Newberry Library.